



2 INDICTMENTS FOR MURDER, IN HOME, EXPECTED

Coroner Dunn Gathers Evidence of "Poison" Deaths in Yonkers Institution.

BRONX PROSECUTOR STARTS INQUIRY, TOO

Seeks Facts Regarding 3 Men Who Died While Home Was There.

UNDERTAKERS MAY FACE QUESTIONING

Commissioner Kingsbury Likely To Be Called in Probe of Allied Orphan Asylum.

Two indictments for murder are expected by Coroner Dunn, of Yonkers, to follow his investigation into affairs of the German Old Fellows' Home. The property was made yesterday after the coroner had listened to more gossamer tales of the old Colonial house which sheltered the old folks at the home.

"We have evidence," said Mr. Dunn, "upon which to find indictments, and I look for two upon a charge of murder."

In two counties the authorities were busy yesterday with the story of homicide which was started on its way last Tuesday when Frederick Mors, former attendant in the home, surrendered himself to District Attorney Perkins. In the Bronx District Attorney Martin and his assistant, Seymour Mors, were seeking evidence concerning three deaths which occurred while the home was on Haverley av., Unionport. One of the men died by arsenic, and all three died untimely deaths, according to the stories told yesterday.

No Conflict in Inquiries.

District Attorney Weeks, of Westchester County, and Martin have been working together. There will be no conflict between them.

"Whichever has the best case is welcome to proceed," said Weeks. "To say the least, it looks as though some one had been poisoning in Yonkers."

Assistant District Attorney Mors spent most of the day yesterday in consultation with Weeks at White Plains. He will return today. The Bronx inquiry, he said, was proceeding along independent lines, and Martin was not relying for his evidence upon either inmates or employees of the home. Records of the Coroner's office have been subpoenaed, and it is probable that several undertakers will be quizzed. By Monday Martin hopes to have definite results.

Dr. John A. Kingsbury, Commissioner of Charities, may be called into the inquiry by developments yesterday. In connection with the home was an orphan asylum which harbored 110 children. Charles Warner, superintendent of the Children's Society in Westchester County, was in Yonkers yesterday investigating complaints of brutal treatment.

Kingsbury May Act, Too.

It was said that one of the women in charge of the children beat them with a furniture brush. In some instances, 15 said, bruised, and sometimes showed for days after a beating, and some of the youngsters were in constant fear and occasionally laid up for days at a time. His funds are said to have come from the New York Department of Charities for the support of the asylum, it was claimed that Commissioner Kingsbury would take part in that phase of the inquiry.

Back of much of the trouble in the home was the alleged rigidly conducted Adam Hanger, the superintendent. He was formerly foreman in a Brooklyn mill, and was now in the White Plains jail, with Max Ring, Fritz Hecht and Frank Schmidt, attendants, all material witnesses. Fred Fuchs, chairman of the board of directors of the home, intended to furnish bail for Hanger yesterday. After talking with Coroner Dunn he decided to let Hanger stay in jail.

Walter Morge took charge yesterday as superintendent of the home. Menge, one of those who have given information to Dunn, Mors had told him, Menge said, of a "divine commission" to bring business good for the undertakers.

Not until the accounts of the institution have been thoroughly examined will it be known for how much of the mysterious system the superintendent was responsible. Dunn was told yesterday that the 8,000 members of the home were assessed 50 cents each annually for the support of the home. That provided \$4,000 with which to care for 8,000 and partly helpless persons and 110 children.

Girl Ran Drug Room.

It may have been for funds or it may have been something more sinister that brought about the selection of Amelia Bouquene, fourteen years old, as head of the drug room. Amelia has told of being sent out of the dispensary on a false errand shortly before one of the inmates died.

Mrs. after looking about the shelves, asked her for a drug which had been exhausted. She went down cellar to get a new supply. When she came up Hanger was in the dispensary with her. She said: Both told her that she had made a mistake and brought the wrong drug. She went down again. When she returned Hanger was alone, she said.

"Never mind now," she says he told her, "he said 'done' instead."

Looking into the washroom, she saw Mrs. cleaning his hands. Within a

SET BOY AFIRE IN STREET

Rivals in Snowfight Throw Oil on Him—He May Die.

Failing to vanquish their foe in a snowfight yesterday afternoon, four boys later laid in wait for one of the opposing forces and set him on fire. This is the only explanation of an attack made on Edward O'Brien, aged eleven, of 427 East 134th st., who lies at the Lincoln Hospital this morning severely burned.

He left his home about 4:30 o'clock to go on an errand for his mother. As he was crossing the street four other boys ran up, poured kerosene on his sweater and touched a match to it. In a second he was a mass of flames.

William Matthews, of 427 East 134th st., and Edward McCormick, of 436 East 134th st., rolled the blazing boy in the snow. Patrolman Costin, of the Alexander av. station, arrived as the boy's assailants scattered.

No reason could be given by the boy for the attack, but it is thought that rivalry between two juvenile gangs was responsible.

21 ON BARK SAVED BY USING LIFE LINE

Fire Island Reports Three Crews Watching Stranded Hougomont.

Fire Island, N. Y., Feb. 6. Three coastguard crews who got twenty-one men off the stranded bark Hougomont in the breeches buoy are keeping an all-night vigil on the beach. Captain McDonald, his first mate and five of the crew are sticking by the vessel.

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At dawn rockets and flares proclaimed the Hougomont's plight. She had driven on the bar in the fog and lay about two hundred yards offshore. She is opposite Saltire. Waves were breaking over her, and as the light increased it was seen that she was flying distress signals. The coastguard crew from Point o' Woods was reinforced by the crews from Fire Island and Lone Hill. Captains Charles Baker and H. F. Smith took charge.

Boats were useless. The waves ran too high. The rocket gun was manned, and after four attempts a line was shot across the deck of the boat. After eleven men and two boys had been dragged through the surf the hawser parted. Several attempts were made before another line was got aboard.

R. W. Fox, the second officer, was the sixth man to be drawn in. High above his head he held two satchels. They contained the ship's papers and instructions from the captain to keep the crew together.

All of those saved were half drowned by the combers. Hugh McCann, of the Postal Telegraph, sheltered the men in his home. The lifeline's clothes chests supplied dry clothing.

As soon as Fox had donned dry clothes and swallowed some coffee he hastened back to the beach. He was one of those who stuck the night out peering through the fog for signals which would show that his commander needed aid.

The Hougomont is of steel construction and had sprung no leaks during her rough handling. The sea was quieting down somewhat last night, and there was little fear that she would break up. She lies tilted on her side, affording no target to the sea.

She belongs in Glasgow and has 8,000 tons of chalk bound for New York. Calls for cutters were sent to New London and New York yesterday. Chapman, who was in charge of the ship, was summoned and is lying off shore waiting for daylight to begin operations.

TO CHINA TO BE BRIDES

Two American Girls Take Long Trip for Wedding.

It's a long, long way to Hong Kong, China, but two prospective bridegrooms are there. And two American girls are going to make the trip alone for a double wedding.

Miss Beatrice Leonard, of Elmont av., Port Chester, and Miss George Kelm, of Milwaukee, are the brides-to-be. They will start for the Pacific Coast on February 18, visit the exposition and sail for Honolulu on February 27.

Miss Leonard is to wed Walter Marshall, son of Stephen Marshall, of Port Chester, and Miss Kelm will wed Frederick Tyson, of New York City. Both men hold positions with the Standard Oil Company.

WOMAN SUICIDE IN HOTEL

Millinery Buyer from Birmingham, Ala., Shoots Herself.

Miss Ethel Tumbin, millinery buyer for Cahoon Brothers, a Birmingham, Ala., firm, was found dead in her room at the Hotel McAlpin yesterday afternoon. A revolver and a bullet wound in her heart indicated suicide. She had been dead several hours.

Her health was given as the cause of Miss Tumbin's act. She was thirty-one years old and had been coming to New York for a number of years. Identification was made positive by James M. Brown and Milton H. Sloan, of the firm of J. Bloomfield & Co., 663 Broadway, with whom she placed a large order on Thursday. An empty envelope had the name Mrs. N. J. Tumbin, Carrollton, Ga. This is supposed to be the young woman's mother, and she was notified.

MOTHER DYING, SHE SINGS

Mme. Duchene, at Metropolitan, Had No Substitute.

Mme. Duchene, of the Metropolitan Opera Company, sang Lola in "Cavalleria Rusticana" last night knowing that her mother was near death. A few blocks away. Just before the performance began a message was brought to the singer's dressing room. It was from the French Hospital, where her mother is ill with pneumonia.

The crisis was at hand, the message said, and it was doubtful if her mother lived through the night.

There was no substitute to be had. It was within a few minutes of the time for her appearance on the stage. Mme. Duchene sang her parts without a break. At short intervals she got bulletins from the hospital by telephone. When the performance closed, her mother showed a slight improvement. There was hope that she would recover.

DIRECTORS OF SIX N. Y. BANKS MUST PAY \$2,000,000

Controller Makes Demand for Losses Incurred in Deals He Questions.

COMMERCE REPORTS
\$750,000 RESTORED

Unprofitable Transactions in Underwriting Date Back to 1906.

(From The Tribune Bureau.)

Washington, Feb. 6. The directors of six New York banks have been called on by John Skelton Williams, Controller of the Currency, personally to make good losses on investments which the Controller contends were made without authority in law.

The amount which the directors of these banks have been called on to repay into their institutions approximates \$2,000,000, of which amount the directors of the National Bank of Commerce have to make up \$750,000.

The balance of \$1,250,000 is divided among the other five banks. Persons who ought to know declined to make known the names of these banks to-night, but it was said that none of them was in the slightest danger, the total amount involved being only a few million dollars.

The transactions upon which Controller Williams bases his demand date back, it is said, to 1906, and while they did not constitute violations of the banking law, there was nothing in the banking act which authorized the making of the loans. The Controller, however, contends that these loans were made without proper authority. They are said to have been in the form of underwriting operations.

Mr. Williams declined to-day to comment on the report that he had asked the bank directors to make good these losses. That is, he declared that he had nothing to say for the present, and that when he made up his mind to discuss the subject he would do so in a formal statement.

The action of the Controller of the Currency in going back to the records of his predecessors in office brought forth a large amount of comment to-day among bankers and men interested in financial affairs. His action was looked upon as more drastic than that taken by any of his predecessors, who, it is understood, merely demanded that the losses be made up by the bank directors.

Williams Ready to Sue.

It is understood here that Controller Williams has backed up his demand that the directors of these six banks make good the losses with the suggestion that a stockholder's suit to recover these losses are repaid a statement of stock of the banks in question from recovering through legal proceedings the amounts lost.

Some doubt was expressed here as to the authority of Controller Williams in taking this action, but it is believed that the directors of the six banks affected have decided to yield rather than to have the subject dragged into the limelight. It is probable that when the directors of these banks are called upon to make good the losses, they will be issued by the Controller giving the names of the banks affected, together with the amounts and his reasons for compelling the repayment of the losses. Until this has been accomplished no formal word will come from Mr. Williams.

James S. Alexander, president of the National Bank of Commerce, said yesterday that the losses which John Skelton Williams, Controller of the Currency, had called on the directors of the banks to make good were sustained through the purchase of stock of the Chicago City Railways in 1905, when control of the company was taken over by a syndicate headed by J. P. Morgan.

The bank's subscription to the Chicago City Railways syndicate amounted to \$1,900,000, stock which later depreciated in value so that a loss of \$750,000 resulted. This has been made up, according to Mr. Alexander, and the transaction so far as the Bank of Commerce is concerned is now closed. Mr. Alexander declined to divulge the names of the directors who had subscribed to the syndicate.

The question raised by Controller Williams in connection with this incident that he has the power to enforce such demands on bank directors, it was pointed out, is not specifically granted in the national banking act. The act does not give banks the authority to deal in stocks, nor does it say that such transactions are in actual violation of the law.

Because of the possible consequences which might result from stock dealings, two of the largest national banks in this city formed separate companies to carry on such operations without fear of criticism. These were the National City Bank and the First National Bank. While control in reality rests in the hands of the individual stockholders, the directors of the Commerce Bank at the time of the Chicago City Railways transaction were Valentine P. Snyder, who also was president then; James W. Alexander, George F. Baker, Charles T. Barney, E. J. Herwind, C. Ledyard Blair, John Claffin, Frederick Cromwell, Henry C. Deane, Chauncey M. Depew, John F. Dryden, James B. Duke, Marshall Field, George J. Gould, Daniel Guggenheim, George G. Haven, Adrian Inelin, Jr., Jay Schiff, Frederick N. Jarvis, A. D. Juilliard, Otto H. Kahn, Luther Kountze, Alvin W. Kreh, Woodbury Langdon, Charles Lanier, Richard A. McCull, William H. McVittie, W. Mellon, D. Ogden Mills, David H. Moffat, J. P. Morgan, Levi P. Morton, Walter G. Oakman, Frederick P. Olcott, Alexander E. Orr, Charles A. Peabody, Elihu Root, Charles H. Russell, Thomas F. Ryan, J. H. Sargent, R. H. Sturges, H. McK. Twombly, R. H. Vreeland, Harry Payne Whitney and George W. Young.

'L' Trains Crash in Rush Hour; 7 Hurt; Wooden Cars Burn



Collision on 9th Av. Line
Motorman's Fault, Interborough Declares.

FERRYBOATS BUMP
IN HEAVY FOG

Ten Passengers Injured,
Five Taken to Hospital—
Bridge Trains Collide.

Fog, the heaviest of the winter, which completely enveloped Greater New York yesterday morning, was responsible for three traffic accidents, one on the Ninth av. "L," another on the Williamsburg Bridge and the third a ferryboat crash at Astoria. Each of these occurred at the height of the morning rush hour. Twenty-two persons were injured.

In the most serious of these, a smash of a south-bound Ninth av. train into a local-express which was standing still at the 50th st. station, wooden cars played an important part. The rear car of the local-express and the first car of the local burst into flames following the collision. Both were badly burned before the Fire Department reached them.

Ferryboats and railroad trains ran far behind schedules because of the dense fog, and some of the former took as long as half an hour to cross the North River. The trip is made ordinarily in a quarter of that time. This naturally caused a congestion in the Hudson tunnels, leading from New Jersey. East River bridges and the subway from Brooklyn were affected. Two Lackawanna boats figured in collisions, but no one was injured.

Seven Hurt on "L"

Seven persons were injured in the Ninth av. accident, which occurred at 8:22 a. m. Five more were hurt when one B. R. T. train hit another on the Williamsburg Bridge, and two laborers were burned by a short circuit on the "L" road at 153d st. and Eighth av. In addition, ten persons were treated by surgeons after the ferryboat Bowersay rammed the piling of her slip at Astoria. Five went home, but the others were taken to St. John's Hospital, Long Island City.

These hurt in the "L" smash were: ALDRICH, George J., 38, clerk, 824 St. Nicholas av.; burned about face and body; Polytechnic Hospital. GORMAN, John, 27, 125 East 12th st.; abrasions of ribs; attended and went home. GORMAN, John, 27, 125 East 12th st.; abrasions of ribs; attended and went home. ROCHETTE, Joseph, 22, clerk, 112 Marcy av.; abrasions of face and hands; received treatment and went home.

In the bridge collision the following were hurt:

KRAFT, William, 31, guard, 14 Stewart st.; Brooklyn; contusions of forehead and wrist; sent home. KRAMER, Abraham, 20, Central av.; Brooklyn; abrasions of ribs; attended and went home. GORMAN, John, 27, 125 East 12th st.; abrasions of ribs; attended and went home. ROCHETTE, Joseph, 22, clerk, 112 Marcy av.; abrasions of face and hands; received treatment and went home.

WINNER, William, 40, guard, 210 St. Nicholas av.; abrasions of forehead and wrist; sent home after receiving treatment.

The five persons taken to St. John's

SUNDAY'S BASE HITS FAIL WITH GANGMEN

"Jack" Sirocco and "Nigger Mike" Salter, However, Like "Chorus Girl" Choir, in Scouting Tour for Underworld.

By GORDON EDWARDS.

"Jack" Sirocco, gangster, and "Nigger Mike" Salter, whose one-time dive in Chatham Square used to be a continuous felon on the police thumb, are back in Manhattan, after a brief vacation in Philadelphia. But the tale they are repeating is different from the chronicle with which gunmen wontedly regale their cronies after week-end expeditions.

Sirocco and "Mike" are telling the current events classes, which meet nightly in the backrooms of a dozen ginmills along the Bowery, all about "Billy" Sunday. Sunday is probably coming to New York, to stir up the dregs of wickedness in the underworld, and after stirring them, skim them off the top by his fervor.

"Nigger Mike" and "Jack" his pal, sat yesterday in the evangelist's Tabernacle, heard the "chorus girls"—as

they styled the choir of 200—chant the famous Sunday hymn, "The Brewer's Big White Horses Shall Not Drive Over Me"—and felt the rush and tumble of the ex-ball player's torrent of words. They had gone down to do a bit of scouting for the underworld. And I had been near them and had watched.

First I encountered them in a saloon near the Tabernacle.

"I'll have some ginger ale," said "Jack."

"Mike's the same," said "Nigger Mike." "I've learnt about booze. It ain't no good. It don't do you no good. It raises h— with you."

"I kept a saloon long enough to learn to leave it alone," added "Jack."

We had been joined by Harry Lenney, a prizefighter friend, who happened in. He ordered seltzer and milk. I was glad it wasn't the day for "Billy" Sunday to preach his famous sermon against booze. That battle already had

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PEACE MISSION FOR HOUSE LONDON TALK

Intimated That He Seeks Ground for Renewal of Media-tion Offer

(By Cable to The Tribune.)

London, Feb. 6. Much significance is attached here to Colonel E. M. House's arrival to-day on the Lusitania. It is understood that he is here for a long stay, and it is believed he is on some special mission for President Wilson.

Colonel House is to visit several other countries before returning to America, and it is probable that he will confer with high officials.

The opinion is prevalent in official circles here that while Colonel House is not empowered to act officially, he is here on a mission which has to do with the war, and that in his unofficial capacity he will sound important personages on the Continent in regard to ways and means of ending the struggle.

It has been publicly announced that Colonel House's mission is to co-ordinate the relief work being done under the supervision of the United States and report thereon to President Wilson. It is hinted, however, that the principal object of his visit is to collect information which might form a basis for the renewal of a mediation offer by the United States.

ONLY 56 HOURS TO HAVANA.

BRITISH AERO SINKS GERMAN SUBMARINE

Aviator Swoops to Within 300 Feet of Zebrugge Mole and Drops Bomb.

(By Cable to The Tribune.)

London, Feb. 7. A Flanders correspondent of "The Daily Mail" in whom the greatest reliance is always placed says:

"On Thursday night an English warplane hovered over Zebrugge and, defying a hail of concentrated fire, made a sudden dive to within 300 feet of the ground, and about forty Germans returning from a disciplinary court, where they had been sentenced to punishment, ran for cover in all directions."

The aviator coolly dropped bombs at short range on a submarine moored at the mole. There was a terrific explosion and the submarine was sunk. The aviator got safely away.

SAY WOMEN SOLD VOTES

Indictments Charge Three with Accepting \$1 Each.

Pikeville, Ky., Feb. 6. It was learned to-day that three women were indicted on charges of selling votes in the last school election, and they will be tried with the 1,100 men who are accused of having committed fraud at the primary election here in August.

It is alleged in the indictments that the women sold their votes for \$1 each. The trials of those indicted will be resumed on Monday.

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LUSITANIA, FLYING U.S. FLAG, RACES TO PORT, FEARING SUBMARINES

Many Passengers Injured in Wild Flight Through Tremendous Seas to Reach Liverpool in Safety.

WARNING IS GIVEN BY WIRELESS

Washington Finds No Cause for Protest in Use of Stars and Stripes—Will Irwin Tells of Exciting Voyage.

(By Cable to The Tribune.)

London, Feb. 6.—The Lusitania reached Liverpool to-day, flying the United States flag, after one of the most exciting voyages of her career. She was tossed about in mountainous seas for days, during which time dozens of passengers were injured, some painfully. She finally picked up wireless tidings about the presence of German submarines off Liverpool.

Fearing a submarine attack, the Lusitania flew the United States flag through the Irish Sea, virtually proving the German allegation that British ships were utilizing neutral flags, accompanied as it was with the warning that American shipping should avoid certain areas where, according to the German official announcement, submarines would be active.

When the ship stopped her engines off Queenstown she lay to for about an hour receiving wireless reports. Then the United States ensign was hoisted at the stern and the liner proceeded at full speed up the Irish Sea. She did not stop for a pilot, but entered the Mersey at full speed.

The Lusitania, which sailed from New York on January 30, received a wireless message first from the Baltic, of the White Star Line, that two submarines had been sighted from that vessel.

Dramatic Dash Through Irish Sea.

According to her passengers, the big liner made a dramatic dash at the end of the voyage, tearing through the Irish Sea at forced draft and finally steaming into the Mersey in safety. When the passengers arrived at Euston station they had a stirring tale to tell of the manner in which word was received that submarines were near Liverpool. Will Irwin, describing the trip to the Tribune representative, said:

"We had a terribly rough voyage and the passengers were knocked about unmercifully. When we neared the Irish coast wireless reports told of the presence of German submarines in the Irish Sea. Many passengers became nervous and the last night out a large number sat up."

"In the early part of the voyage the Lusitania did not go at a fast clip; in fact only two engines were used, but when we neared Queenstown, off which port we lay to for an hour, it seemed as if all the engines were used, for we raced through the Irish Sea and into the River Mersey. One man had both ankles badly injured in the roughest part of the trip and many others were bruised painfully. I think it one of the roughest trips the Lusitania ever made."

Mr. Irwin said the Lusitania carried the regulation large American flag at her stern, with a small American flag and pennant at the fore peak. Lafayette Young, ex-Senator from Iowa, another passenger, while he did not personally see the flag flying, said it was accepted as a fact by all on board.

Use of Flag Defended.

Colonel and Mrs. House, in whose party were Miss Nona McAdoo and Miss Brinton, were met at the station by Ambassador Page. Colonel House told of the rough trip, and said his presence here had no special significance. Miss McAdoo said she and Miss Brinton would leave for France in a few days, but was not certain yet where they would be assigned to assist in hospital work, adding that they probably would stay in France two or three months.

Officials would not admit to-night that the recent German statement that the British government ordered the use of neutral flags was true. However, it was said in official quarters that the use of the American flag in the circumstances was not contrary to international law. It was cited that the British law permitted the use of the British flag by persons otherwise unauthorized to use it if for the purpose of escaping a hostile vessel. This, it is contended that British ships reciprocally have the same right.

The British merchant shipping act passed in 1884 contains the following paragraph:

"If a person uses the British flag and assumes the British national character on board a ship owned in whole or in part by persons unqualified to own a British ship, for the purpose of making the ship appear to be English, the ship shall be subject to forfeiture unless the person so using the flag has been made for the purpose of escaping capture by the enemy or by a foreign ship of war in the exercise of some belligerent right."

Used to Protect Americans.

A more potent reason for the action of the captain of the Lusitania, however, is that he used the American flag for the protection of American passengers. Certainly all the passengers aboard the vessel took this view and were delighted that the flag was of service to them. It is held that in view of the German threat to blow up merchant vessels without warning the Lusitania's captain was justified in flying the American flag if for no other reason than that its exhibition might cause a German submarine to pause before firing and stopping the ship for investigation, which would give an opportunity for putting the ship and its passengers to safety.

Developments are awaited with the keenest interest, the possibility of an American protest being somewhat anxiously considered. It is confidently expected that the German propaganda will make much of the incident, but it is not believed that the American gov-

Neutral Powers Deaf.

The German government has in vain called the attention of neutral powers to the fact that it must face the question whether it can longer persevere in its strict observance of the rules of the London declaration if Great Britain continues its course and the neutral powers continue to acquiesce in these violations of neutrality to the detriment of Germany.

For her violation of international law England pleads the vital interests of the British Empire.

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